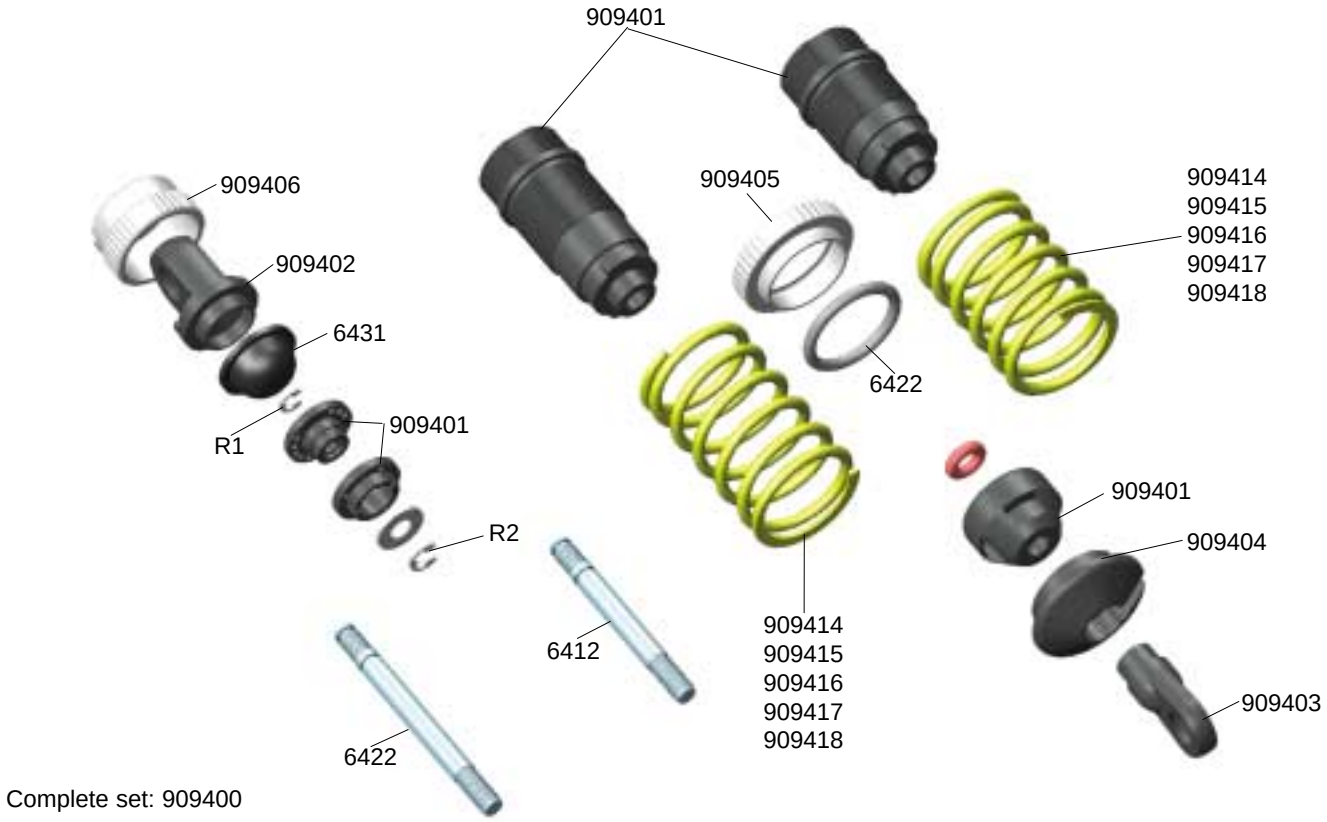
1.0 SHOCK ABSORBER ASSEMBLY



Complete set: 909400

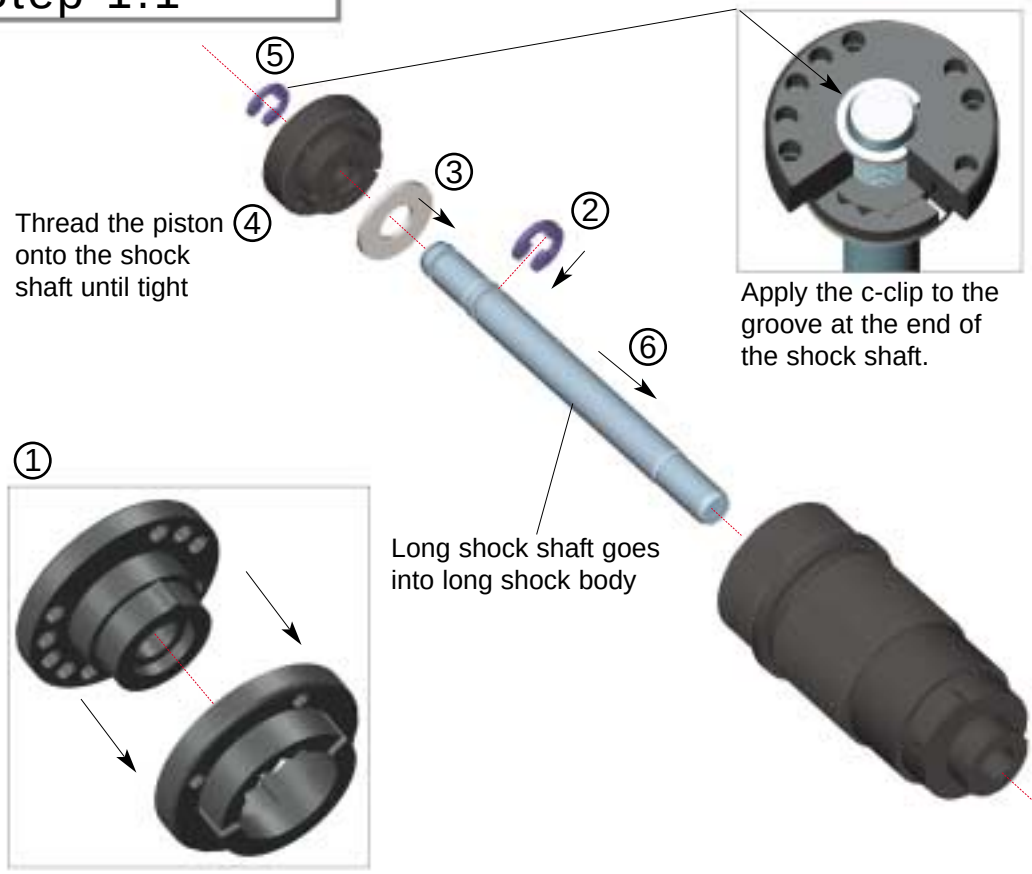
Step 1.1

Bag A

N3 3x6x0.3mm

R2 2.3mm

R1 1.9mm



Thread the piston onto the shock shaft until tight

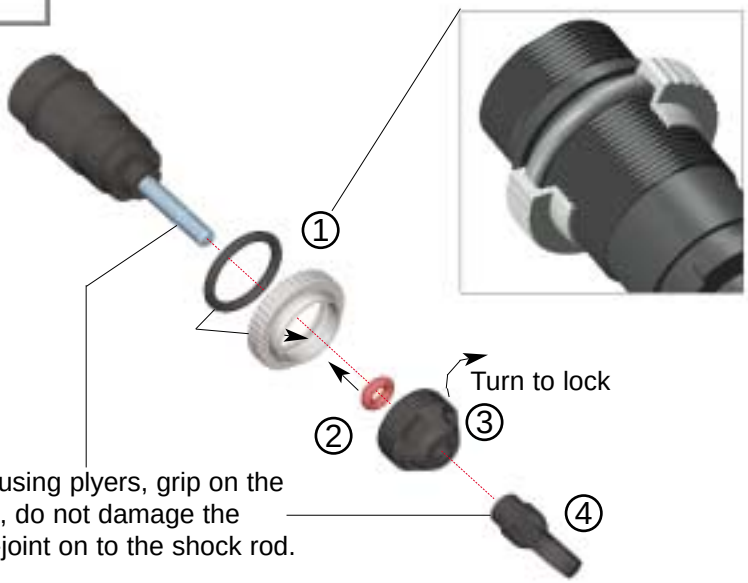
Apply the c-clip to the groove at the end of the shock shaft.

Long shock shaft goes into long shock body

Step 1.2

Y17 12.1x1.6mm

Y4 3.1x1.6mm



④ Hold the shock rod firm using plyers, grip on the end of the threaded part, do not damage the shock rod. Turn the ball-joint on to the shock rod.

Step 1.3

Fill the cylinder with shock oil, with the piston in the bottom position.

Bleeding sequence: Let the oil settle and allow the air to escape. Slowly move the piston up and down until no more bubbles appear.

② Glue the membrane to the bottom of the shock head using a CA glue

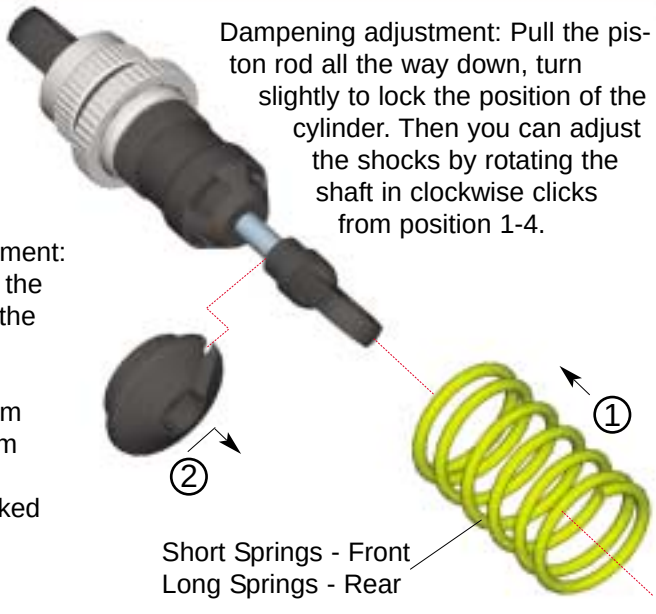
Step 1.4

Shock length adjustment: Check the length of the shocks, adjust with the ball-joint.

Shock Front: 67,5mm
Shock Rear: 76,5mm

In full extended, locked position.

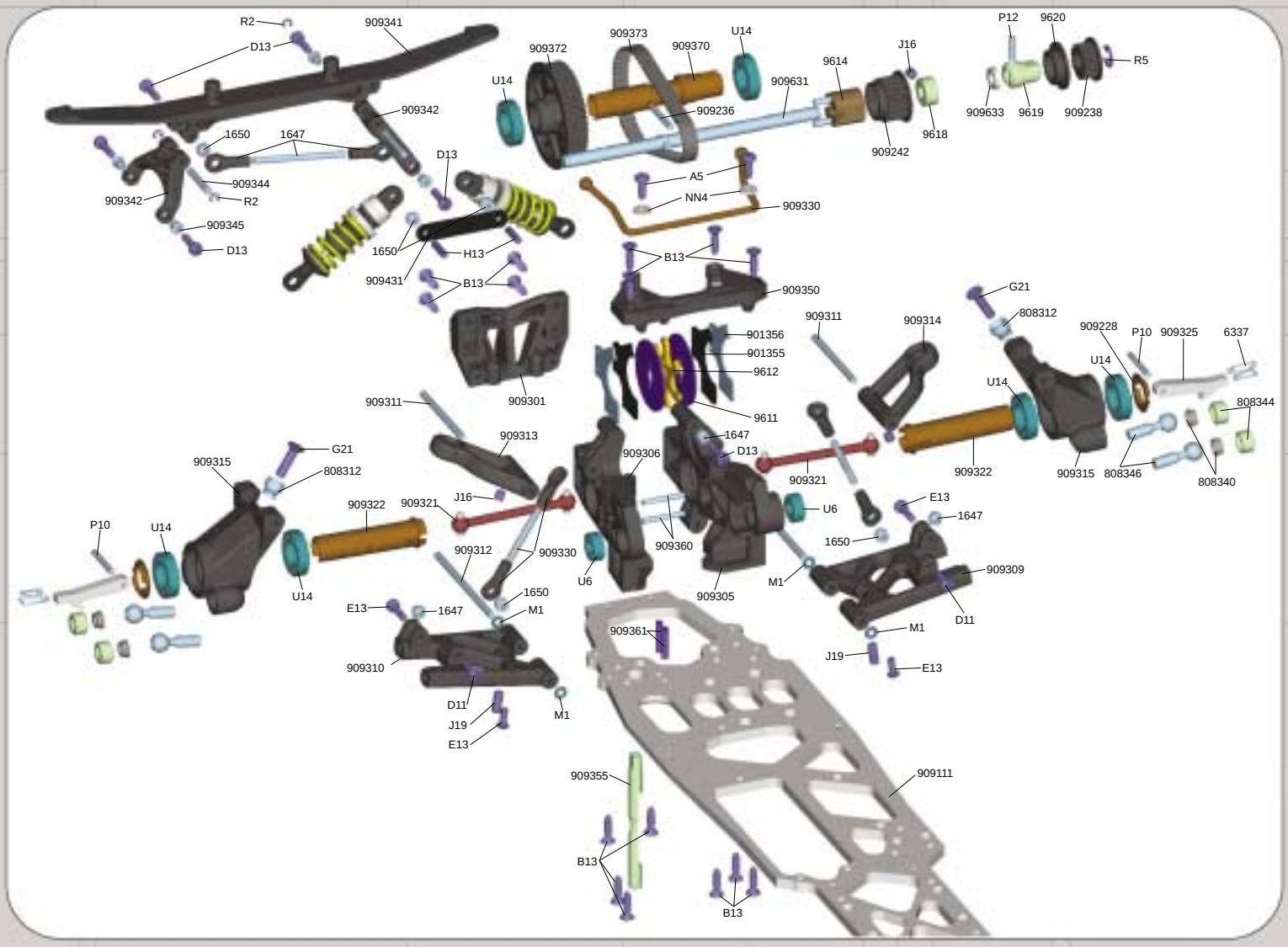
Dampening adjustment: Pull the piston rod all the way down, turn slightly to lock the position of the cylinder. Then you can adjust the shocks by rotating the shaft in clockwise clicks from position 1-4.



Short Springs - Front
Long Springs - Rear

VECTOR NXT

2.0 REAR ASSEMBLY



Step 2.1

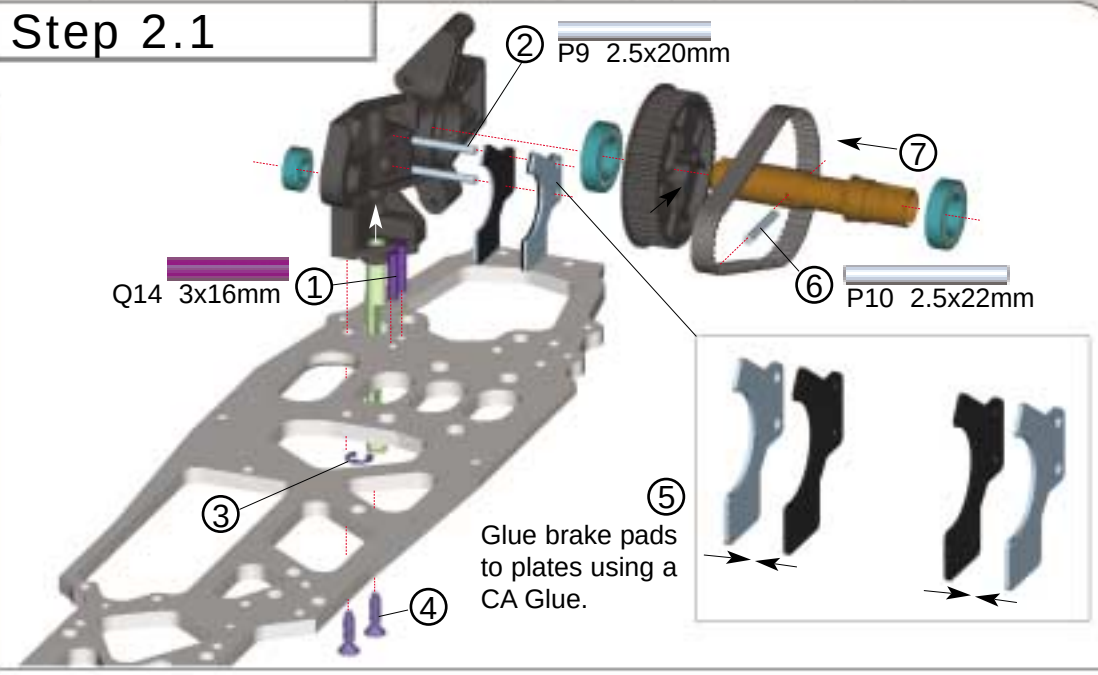
Bag B,C,U,B13

U14 12x21mm

U6 6x13mm

R4 4mm

B13 3.5x13mm



Roughen the steel plates with rough sandpaper before gluing the brake pads to the steel brake plates.

Step 2.2

Bag D,E,B13,U

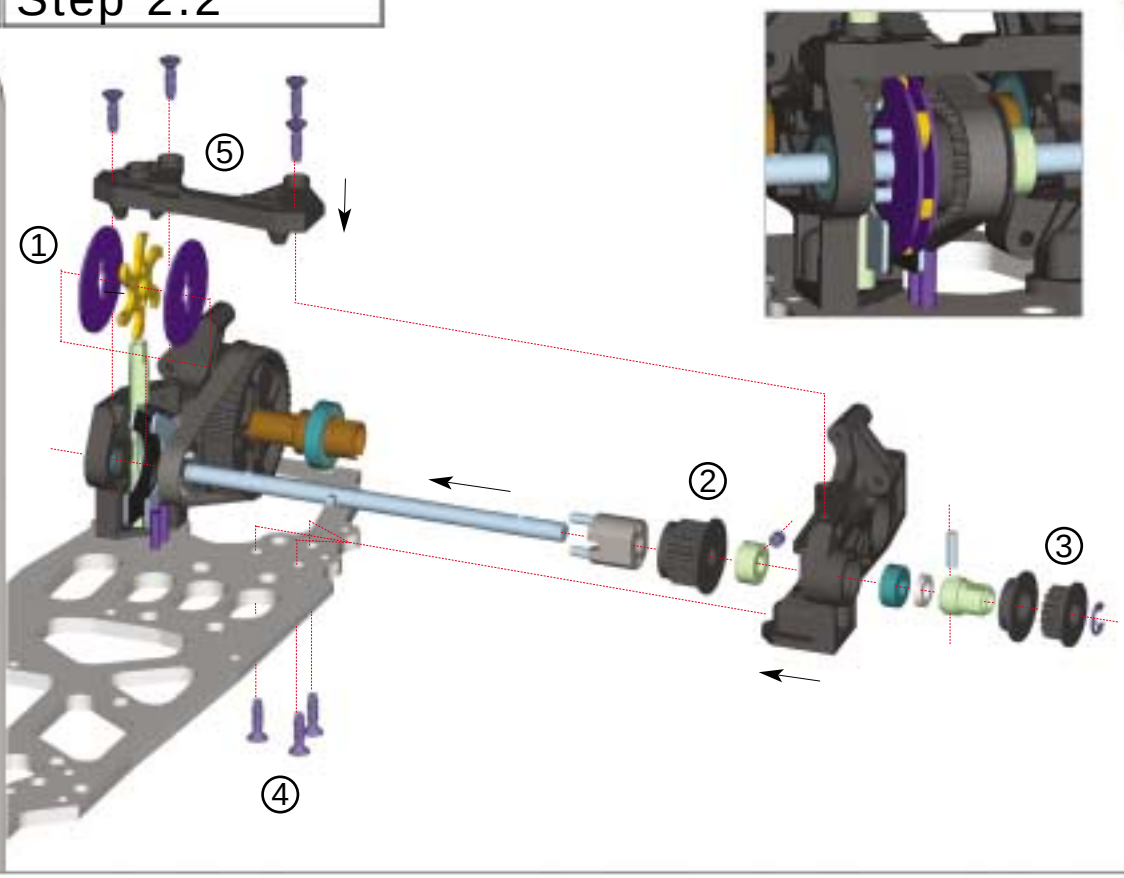
R5 5mm

B13 3.5x13mm

J16 4x4mm

U6 6X13mm

P12 3x12mm



Flatten the brake discs using some sandpaper to remove high spots for more consistent braking.

Step 2.3

Bag F,G,B13

M1 3x6x0.1mm

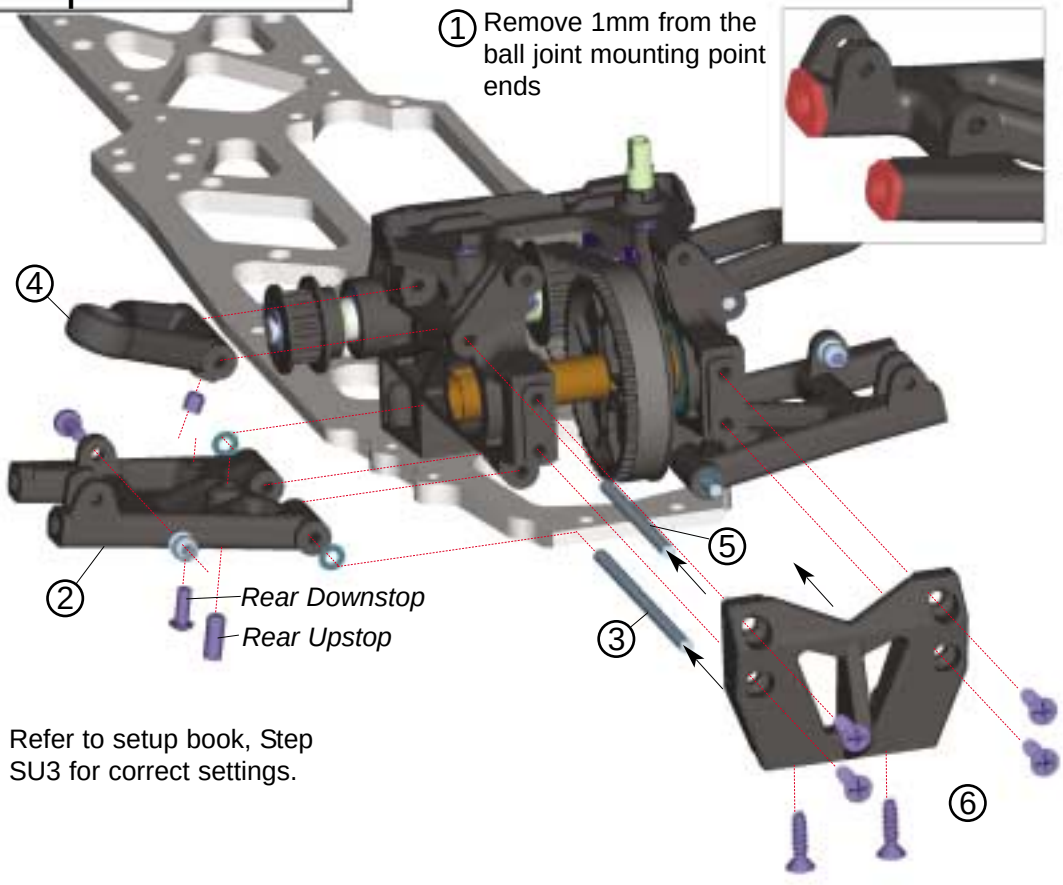
B13 3.5x13mm

J16 4x4mm

E11 3X8mm

D11 3X8mm

H19 4x10mm



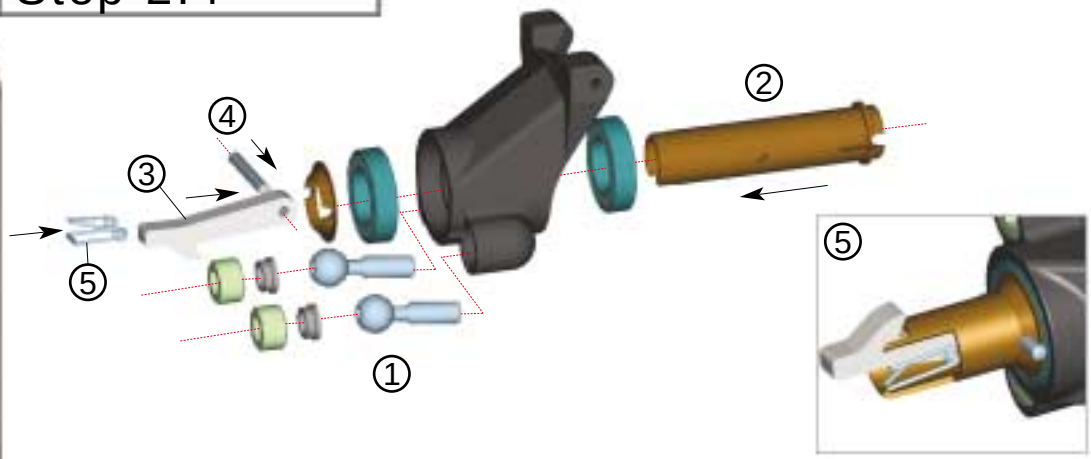
Refer to setup book, Step SU3 for correct settings.

Step 2.4

Bag H,I,U

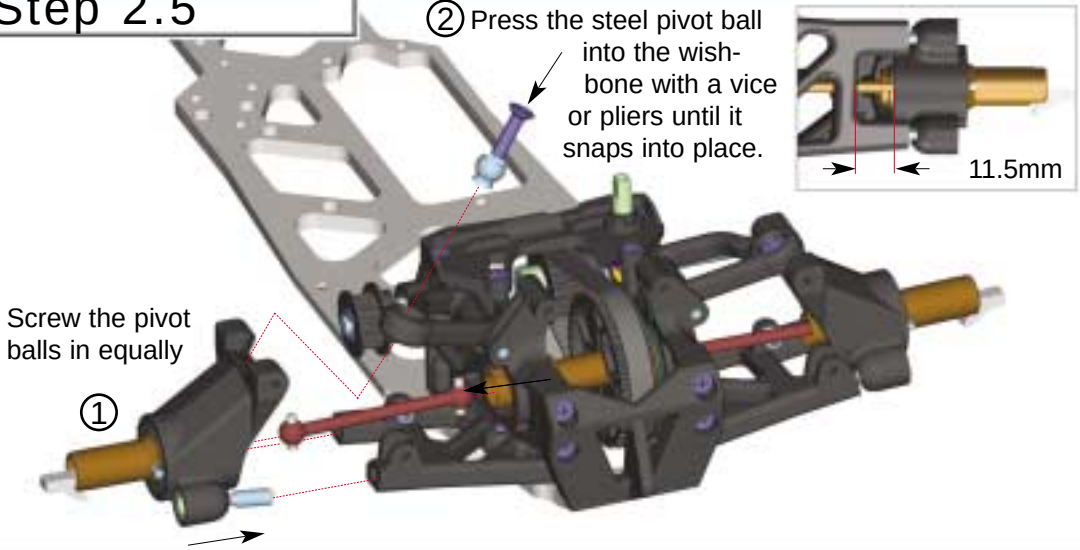
U14 12x21mm

P10 2.5x22mm



Step 2.5

G21 4x16mm

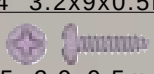


To make the steel pivot ball go easier into the wishbone, lightly coat with some thin oil. To lengthen the life of your driveshafts, use a graphite spray or grease on the driveshaft ends.

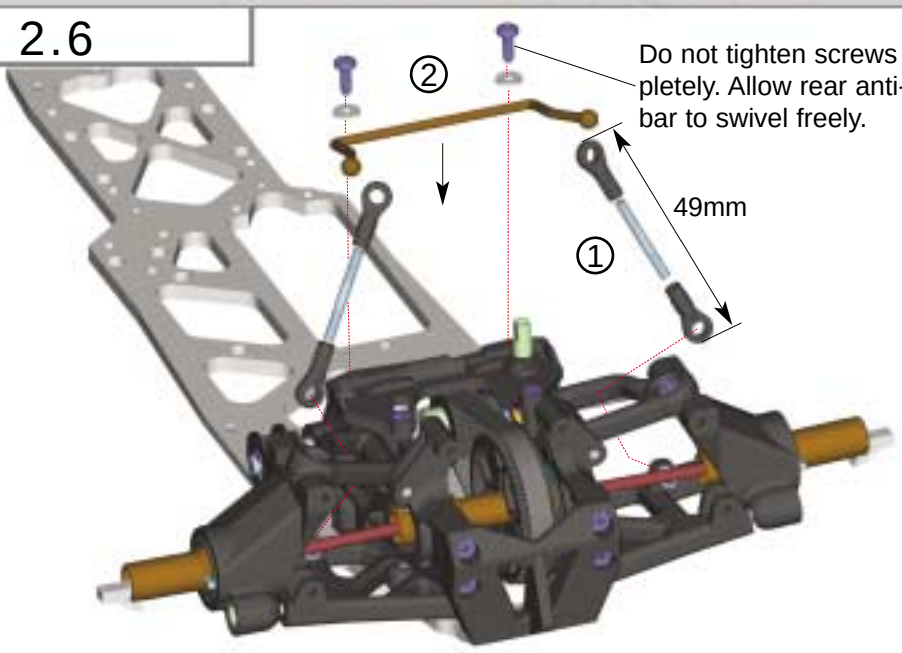
Step 2.6

Bag K

NN4 3.2x9x0.5mm



A5 2.9x9.5mm

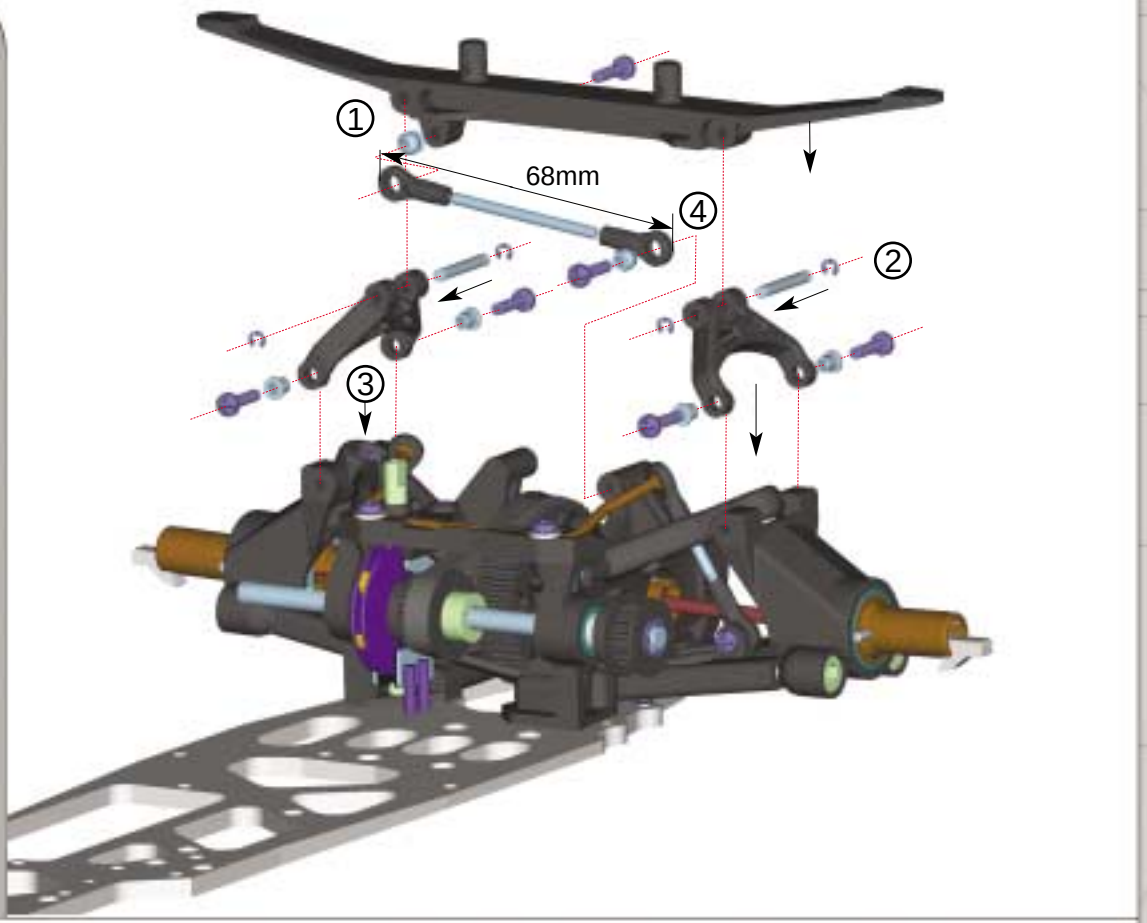


Step 2.7

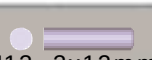
Bag L,M

R2 2.3mm

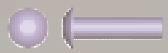
D13 3x12mm



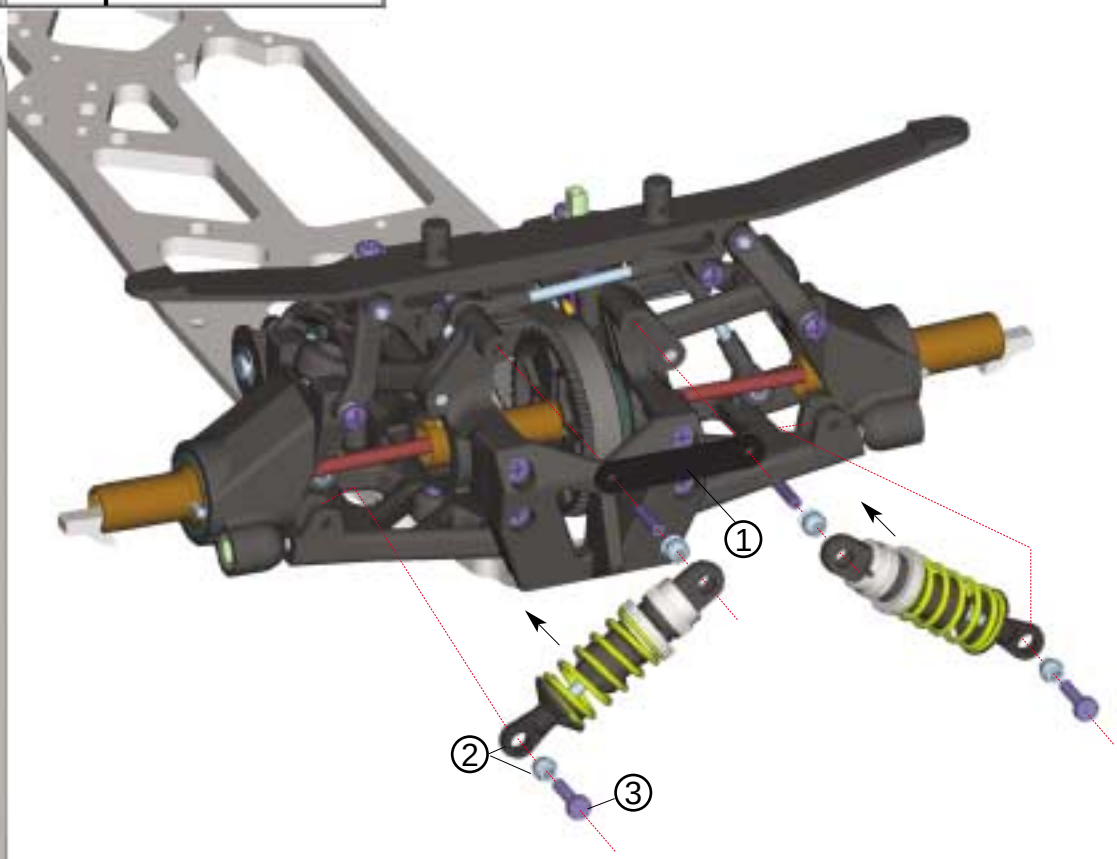
Step 2.8



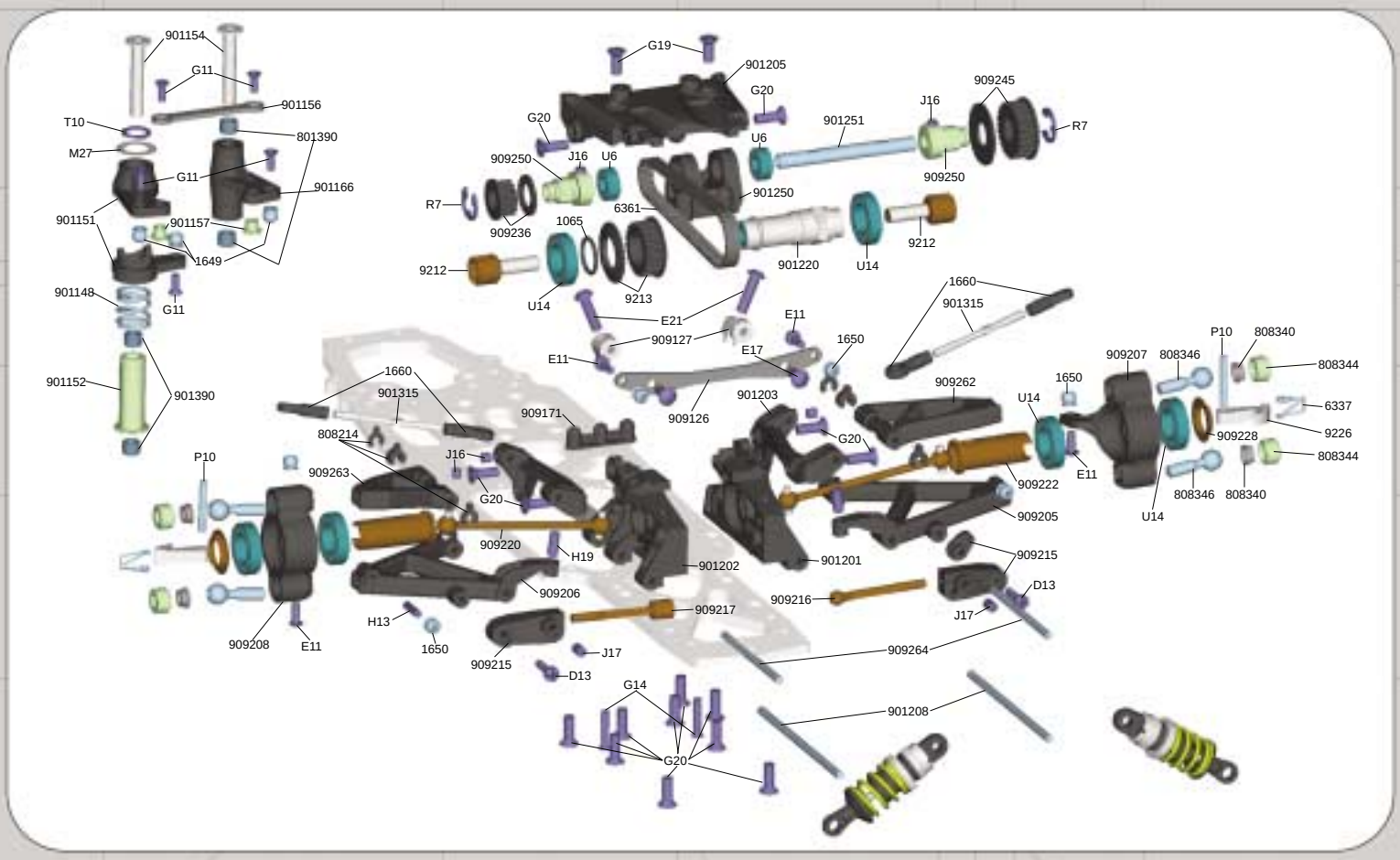
H13 3x12mm



E13 3x12mm



3.0 FRONT ASSEMBLY



Step 3.1

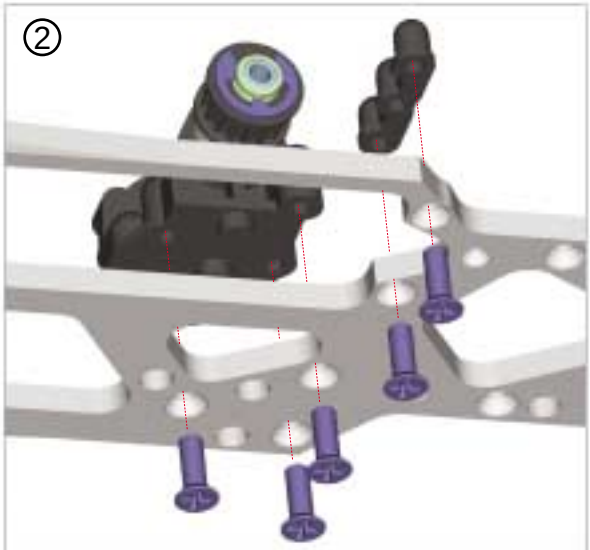
Bag N,U,G20

J16 4x4mm

R7 7mm

U6 6x13mm

G20 4x12mm



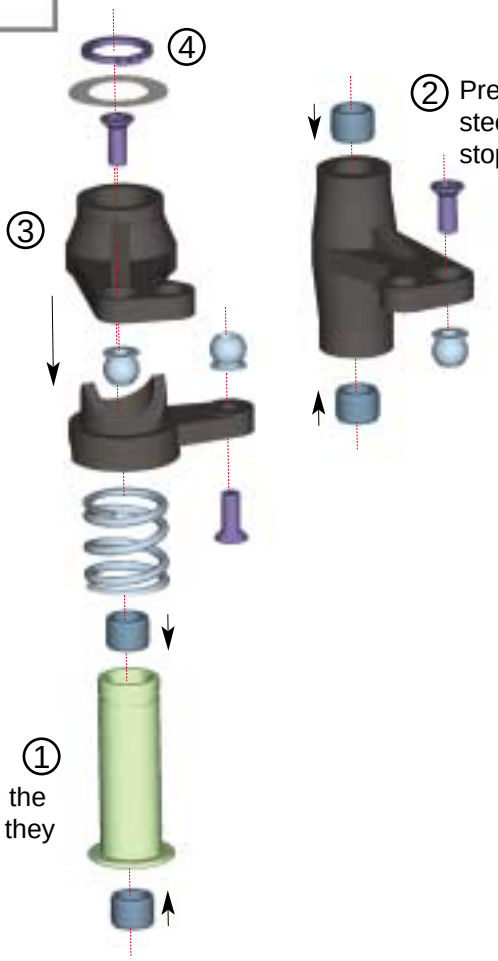
Step 3.2

Bag O

M27 10x16x0.3mm

T10 10mm

G11 3x8mm



② Press the bushings into the steering pivot post until they stop.

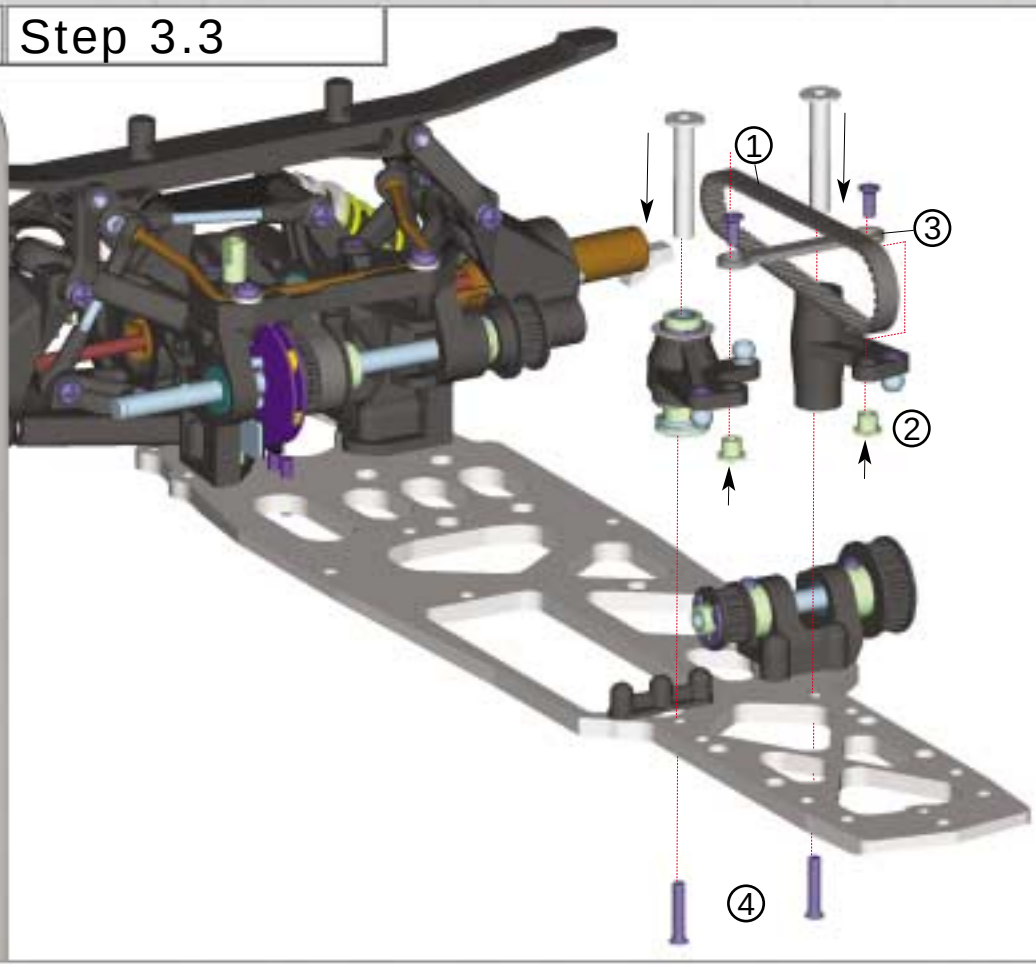
Press the bushings into the steering pivot post until they stop.

Step 3.3

Bag P

G11 3x8mm

G14 3x16mm



Step 3.4

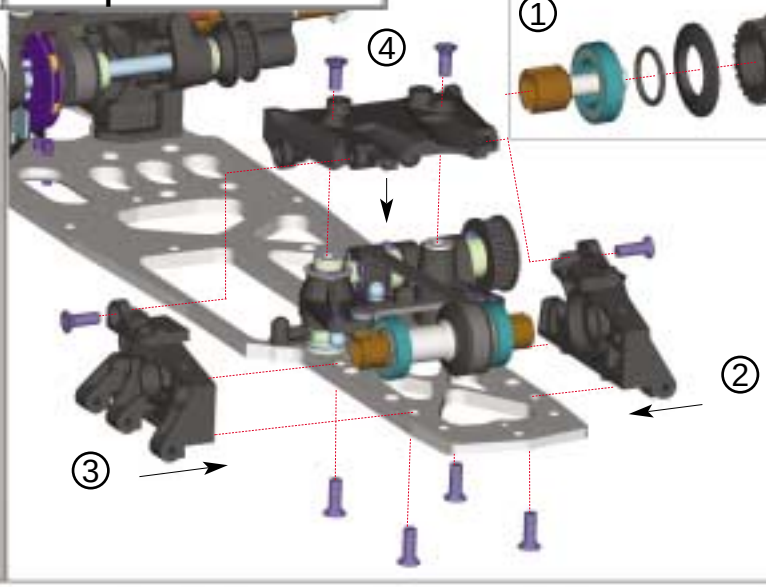
Bag R,U,G19,G20

U14 12x21mm

Y12 10.3x1.8mm

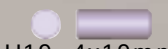
G20 4x12mm

G19 4x10mm



Step 3.5

Bag S,G20

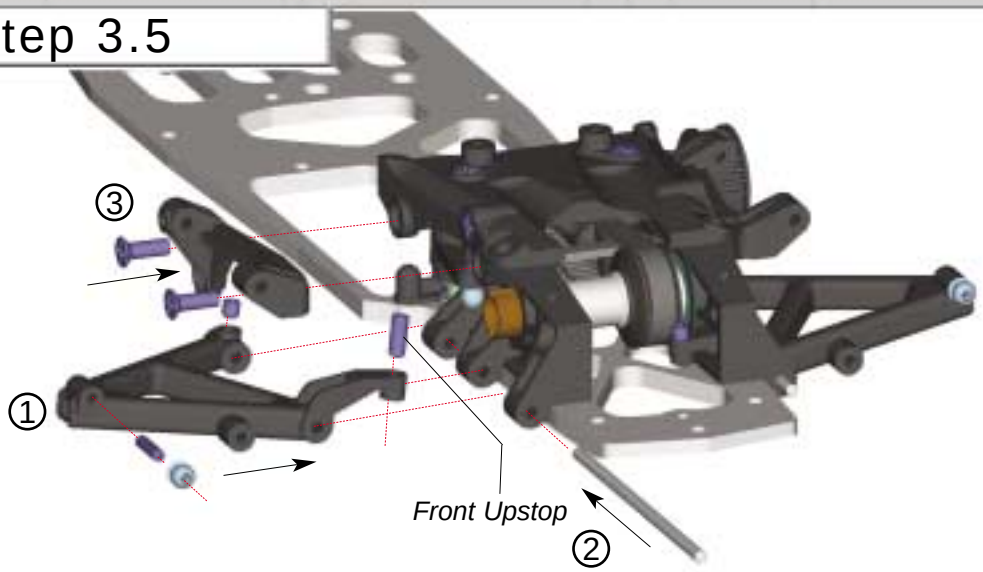


H19 4x10mm

H13 3x17mm

J16 4x4mm

G20 4x12mm



Step 3.6

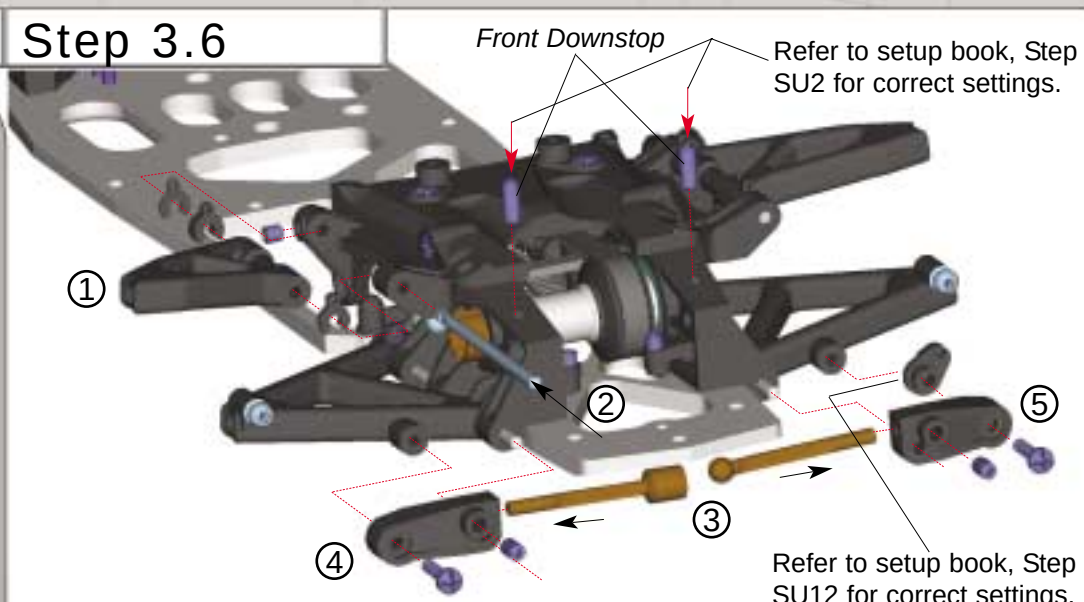
Bag T,V

J16 4x4mm

J17 4x6mm

H19 4x10mm

D13 3x12mm



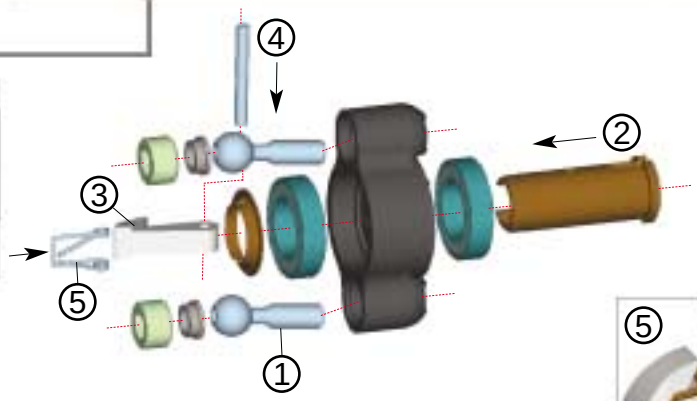
Step 3.7

Bag W,X,U

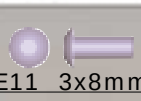
U14 12x21mm

P10 2.5x22mm

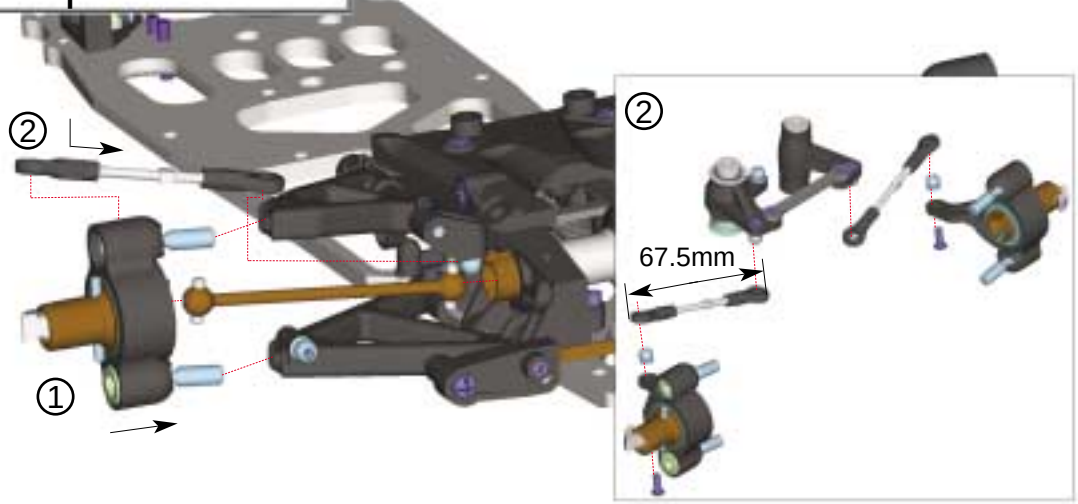
The left steering block can be distinguished by 4 dots.



Step 3.8



E11 3x8mm

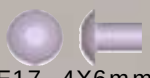


To lengthen the life of your driveshafts, use a graphite spray or grease on the driveshaft ends.

Step 3.9

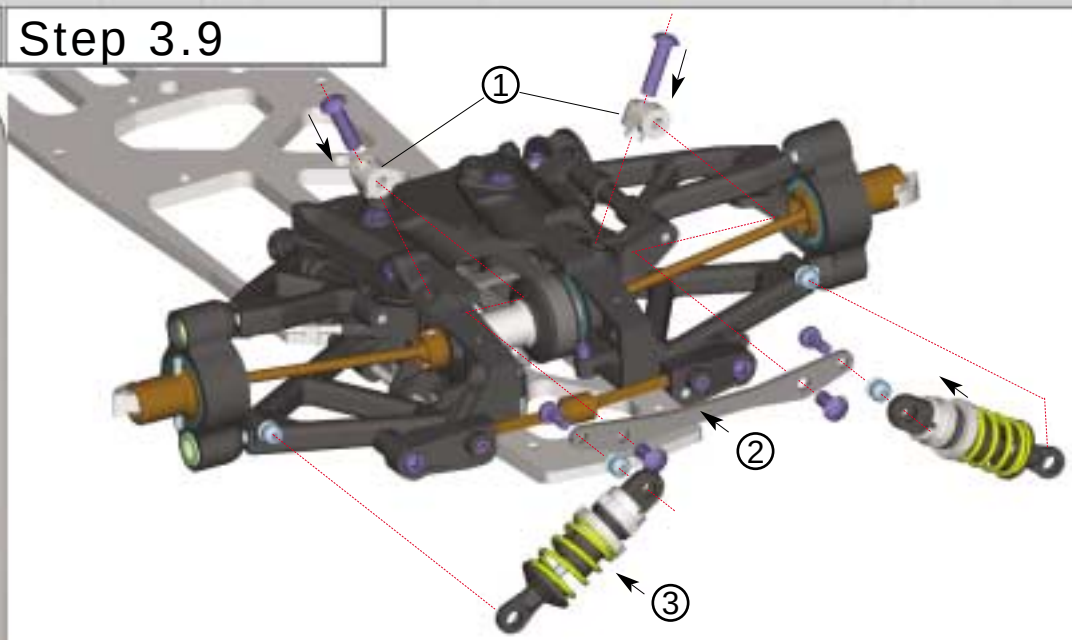
Bag Y

E21 4X16mm

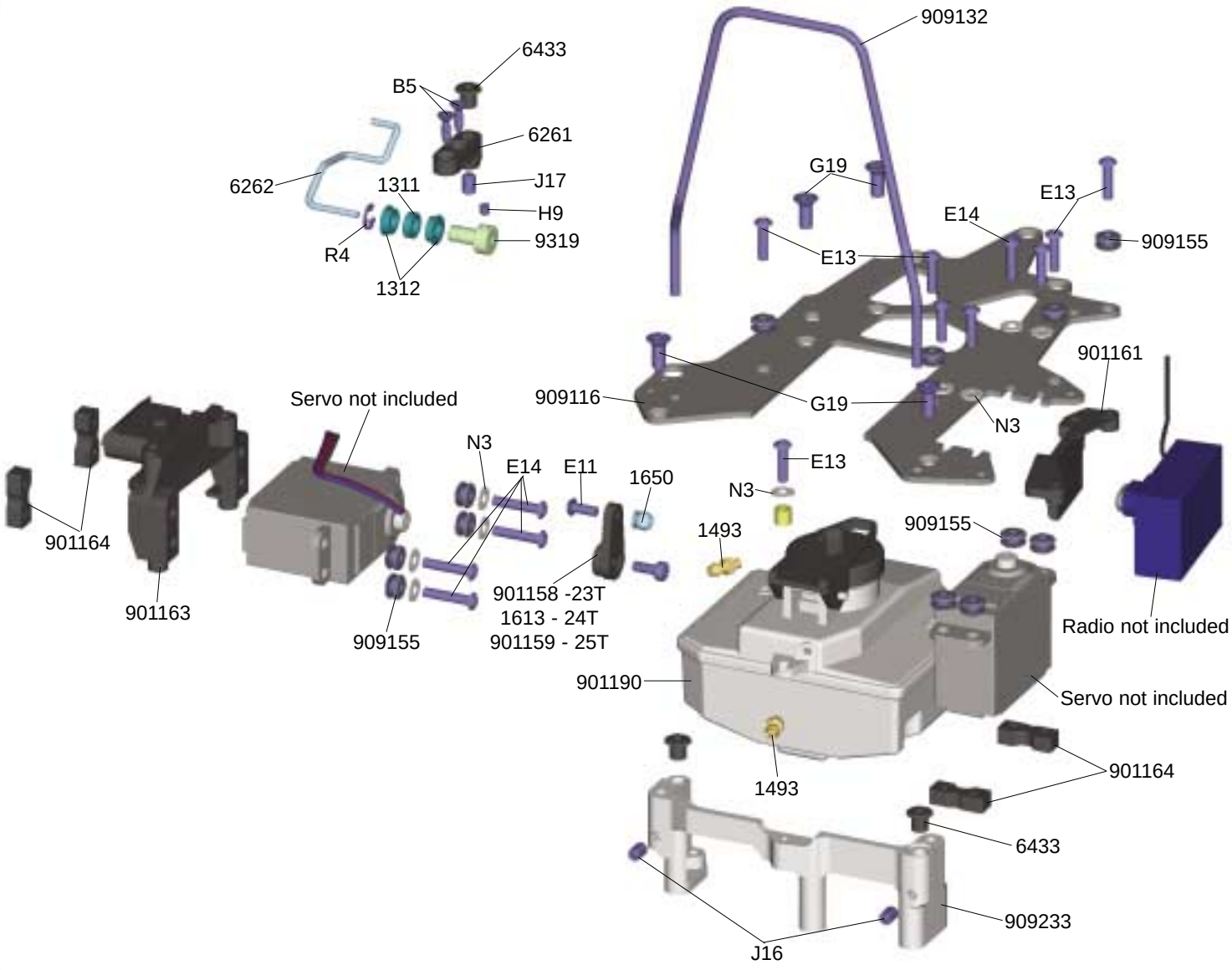


E17 4X6mm

E11 3x8mm



4.0 RADIOPLATE ASSEMBLY



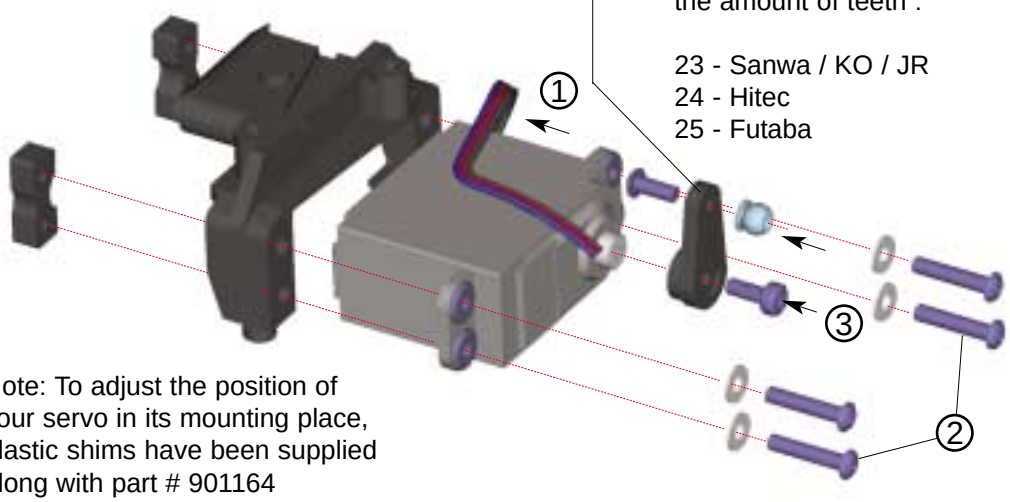
Step 4.1

Bag Z

N3 3.2mm

E11 3x8mm

E14 3x16mm



The servo arms contain a number that corresponds to the amount of teeth :

23 - Sanwa / KO / JR
24 - Hitec
25 - Futaba

Note: To adjust the position of your servo in its mounting place, plastic shims have been supplied along with part # 901164

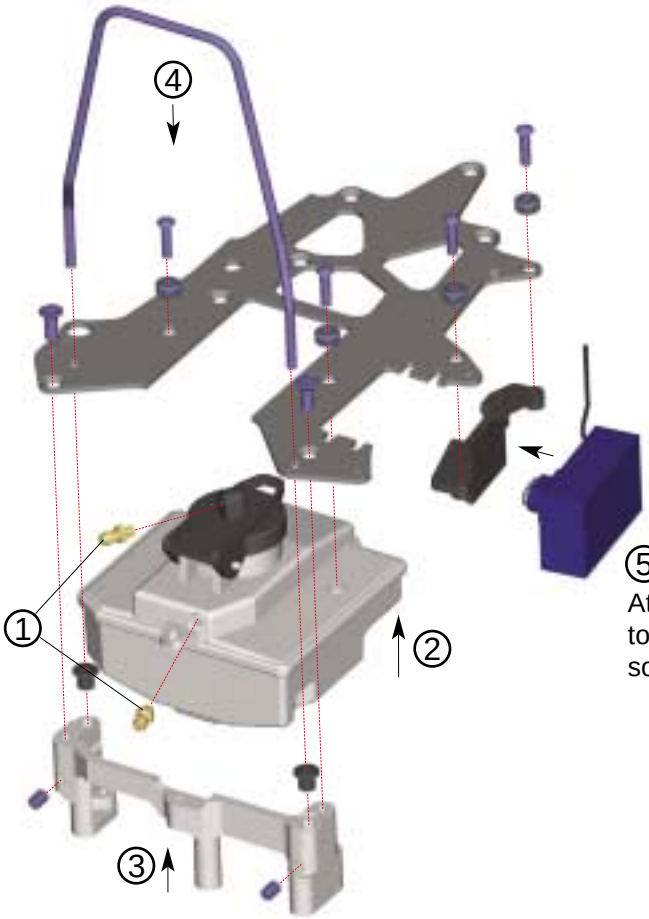
Step 4.2

Bag AA,AB,G19


G19 4x10mm


E13 3x12mm


J16 4x4mm



⑤ Attach your receiver to its mount using some tape.

Step 4.3

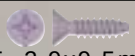
Bag AC,AD,G19


G19 4x10mm


E13 3x12mm


N3 3.2mm


E14 3x16mm

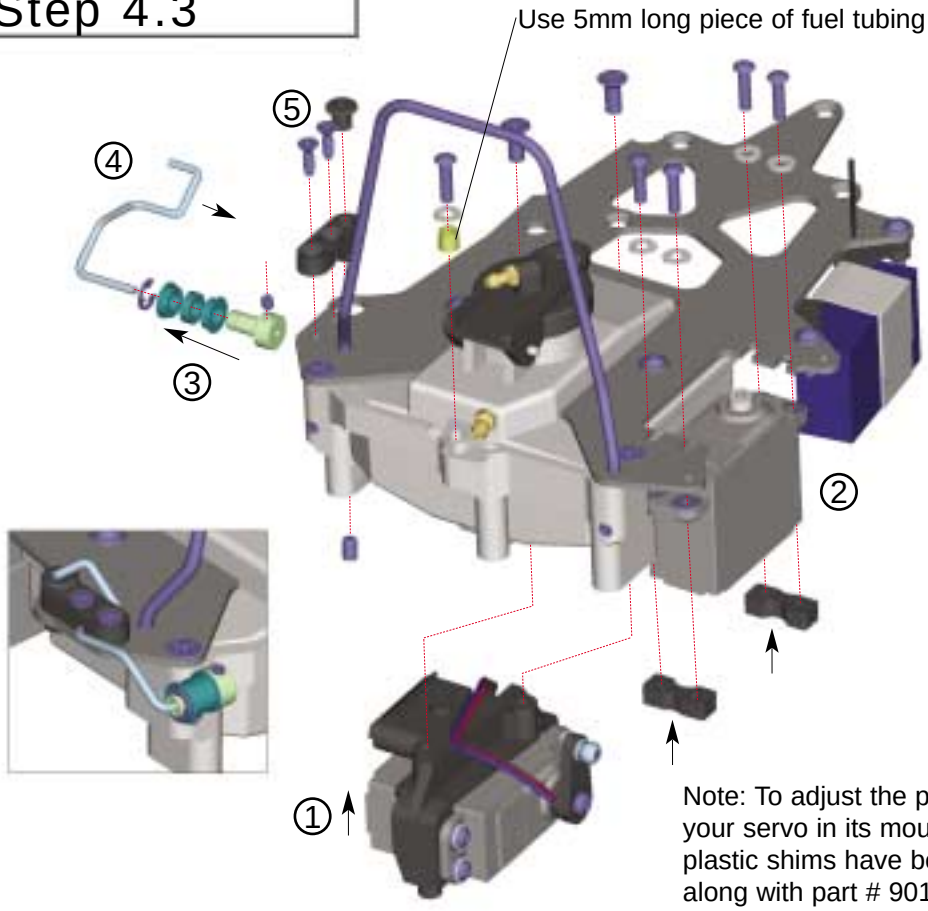

B5 2.9x9.5mm


J17 4x6mm


H9 3x4mm

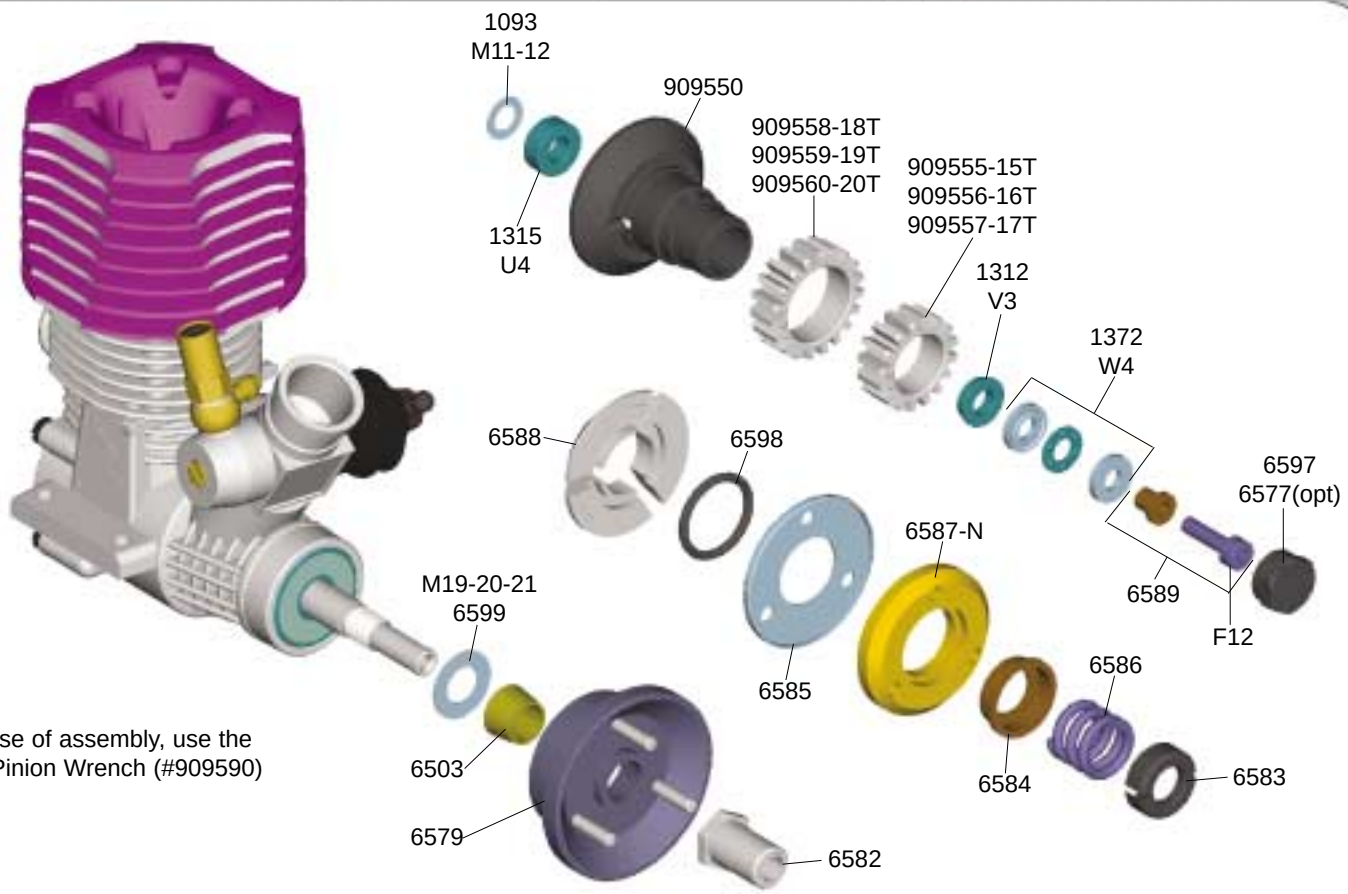

R4 4mm

Use 5mm long piece of fuel tubing



Note: To adjust the position of your servo in its mounting place, plastic shims have been supplied along with part # 901164

5.0 CENTAX CLUTCH ASSEMBLY



For ease of assembly, use the Gear Pinion Wrench (#909590)

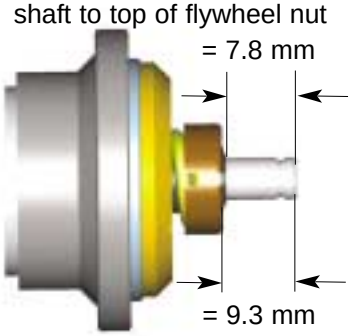
Step 5.1

Bag AE

M19 7x13x0.1mm
M20 7x13x0.3mm
M21 7x13x0.5mm

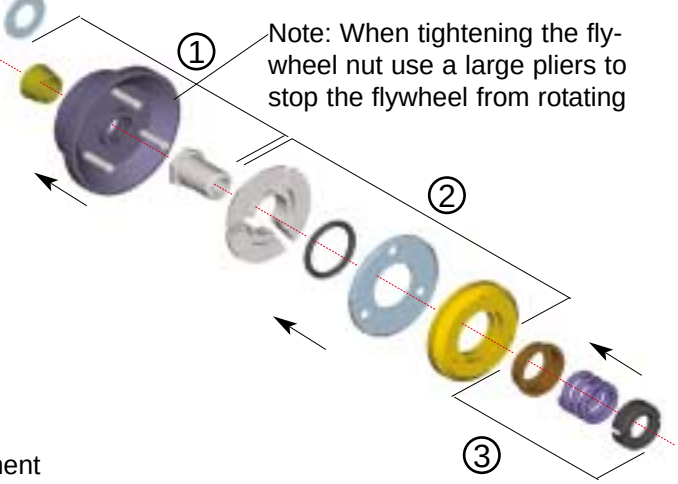
Apply spacer shims to obtain correct clutch gap (see step 5.4)

③ Initial clutch gap measurement from end of crankshaft to top of flywheel nut = 7.8 mm



= 9.3 mm

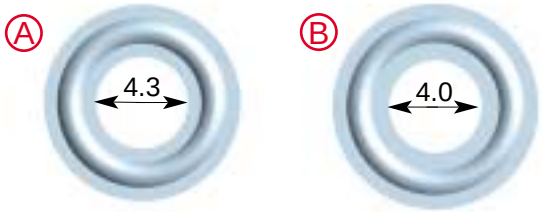
Clutch Spring Adjustment



Note: When tightening the flywheel nut use a large pliers to stop the flywheel from rotating

Step 5.2

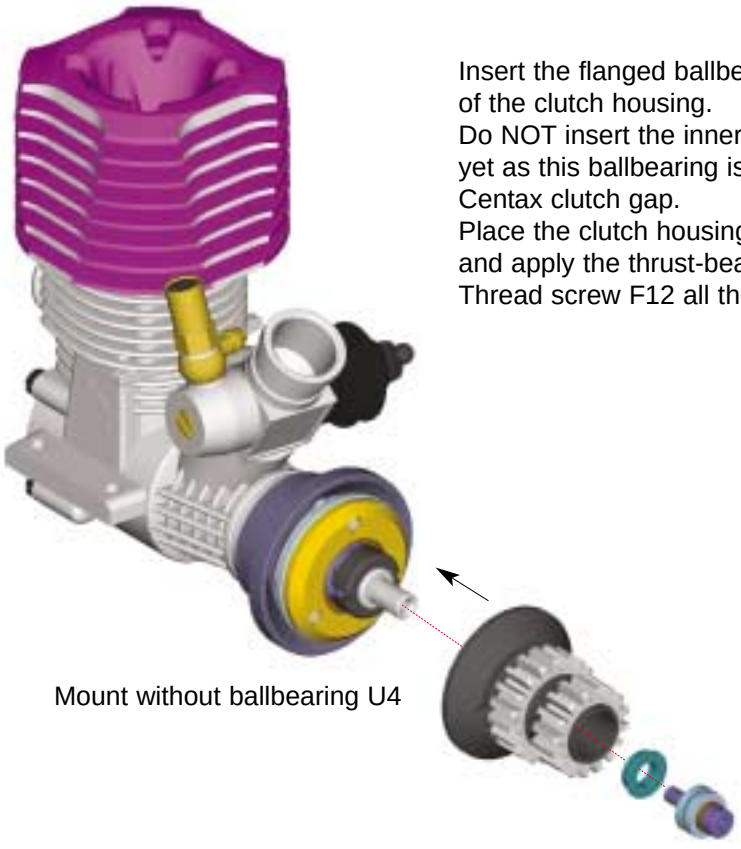
F12 3x10mm



Note: It`s important to lubricate this bearing regularly with some light oil.

Step 5.3

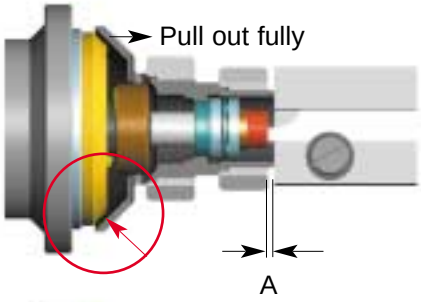
V3 5x8mm

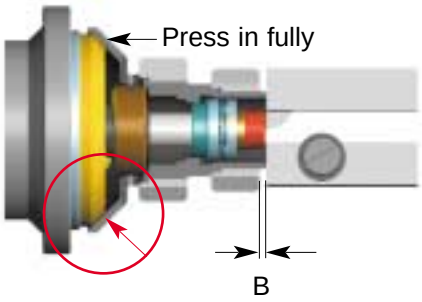


Mount without ballbearing U4

Insert the flanged ballbearing V3 into the end of the clutch housing.
Do NOT insert the inner ballbearing 5x10 (U4) yet as this ballbearing is left out to adjust the Centax clutch gap.
Place the clutch housing over the crankshaft and apply the thrust-bearing package.
Thread screw F12 all the way in.

Step 5.4





Adjusting the Clutch Gap

Pull the clutch shoe out and measure the distance between the outer edge of the clutch housing and the top of the socket head screw.

This is measurement **A**

Push the clutch housing towards the clutch shoe and measure the distance between the outer edge of the clutch housing and the top of the socket head screw again.

This is measurement **B**

Calculate the shim thickness as follows:
Shim thickness = (A - B - 0.6)
For example: A = 1.2mm and B = 0.3mm
Shim thickness = 1.2 - 0.3 - 0.6 = 0.3mm
Select shims to make up the correct shim thickness (in this example 1 of 0.1mm (M19) and 1 of 0.3mm (M20)).

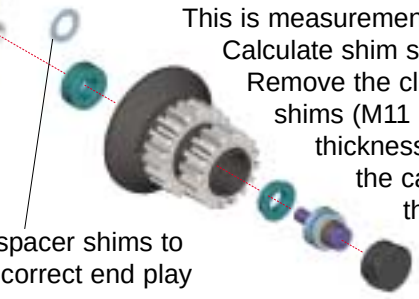
Refer to Step 5.1 on how to insert spacer shims.

Step 5.5

M11 5x8x0.1mm
M11 5x8x0.3mm

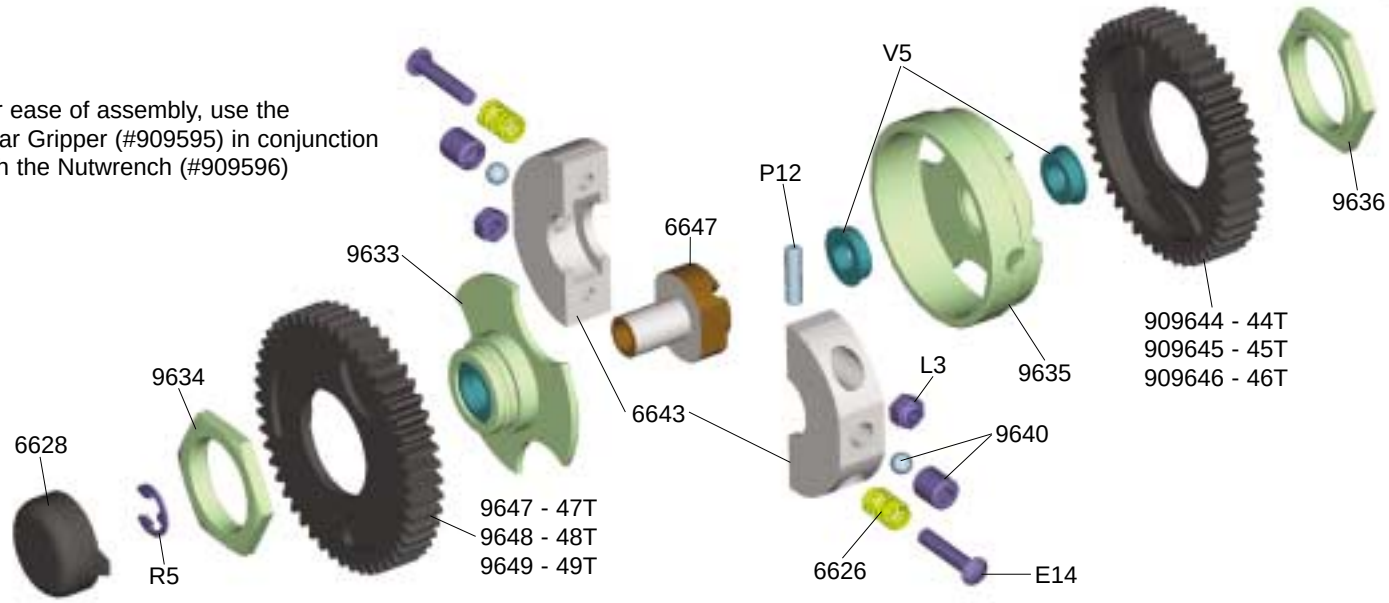
U4 5x10mm

With the inside clutch housing bearing (U14) mounted, pull the clutch housing out and measure the distance between the edge of the clutchhousing and the top of the socket head screw.
This is measurement **C**
Push the clutch housing in and measure the distance between the edge of the clutch and the top of the socket head screw.
This is measurement **D**
Calculate shim size=(C - D - 0.1mm)
Remove the clutch housing. Apply shims (M11 - M12) with a total thickness as determined by the calculation. Re-mount the clutch housing



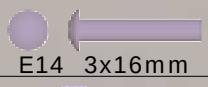
6.0 GEARBOX ASSEMBLY

For ease of assembly, use the Gear Gripper (#909595) in conjunction with the Nutwrench (#909596)

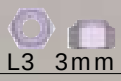


Step 6.1

Bag AF

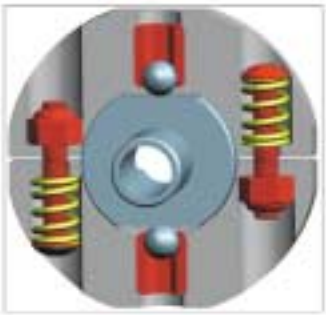


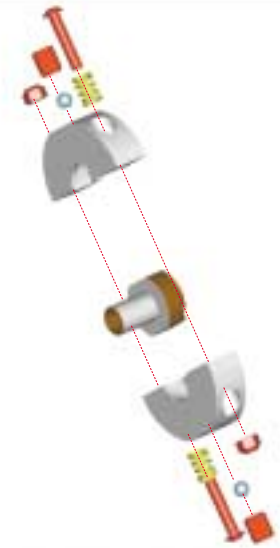
E14 3x16mm

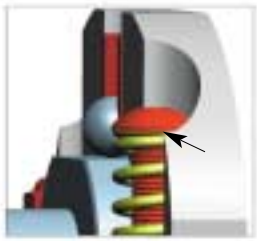


L3 3mm

Note: Always screw the grub-screw and ball in evenly. When in place, screw in until the shoe touches the clutchbell and then bring back a 1/2 turn.







Note: A good starting point is when the head is flush with the side of the hole.

Step 6.2

V5 6x10mm

R5 5mm

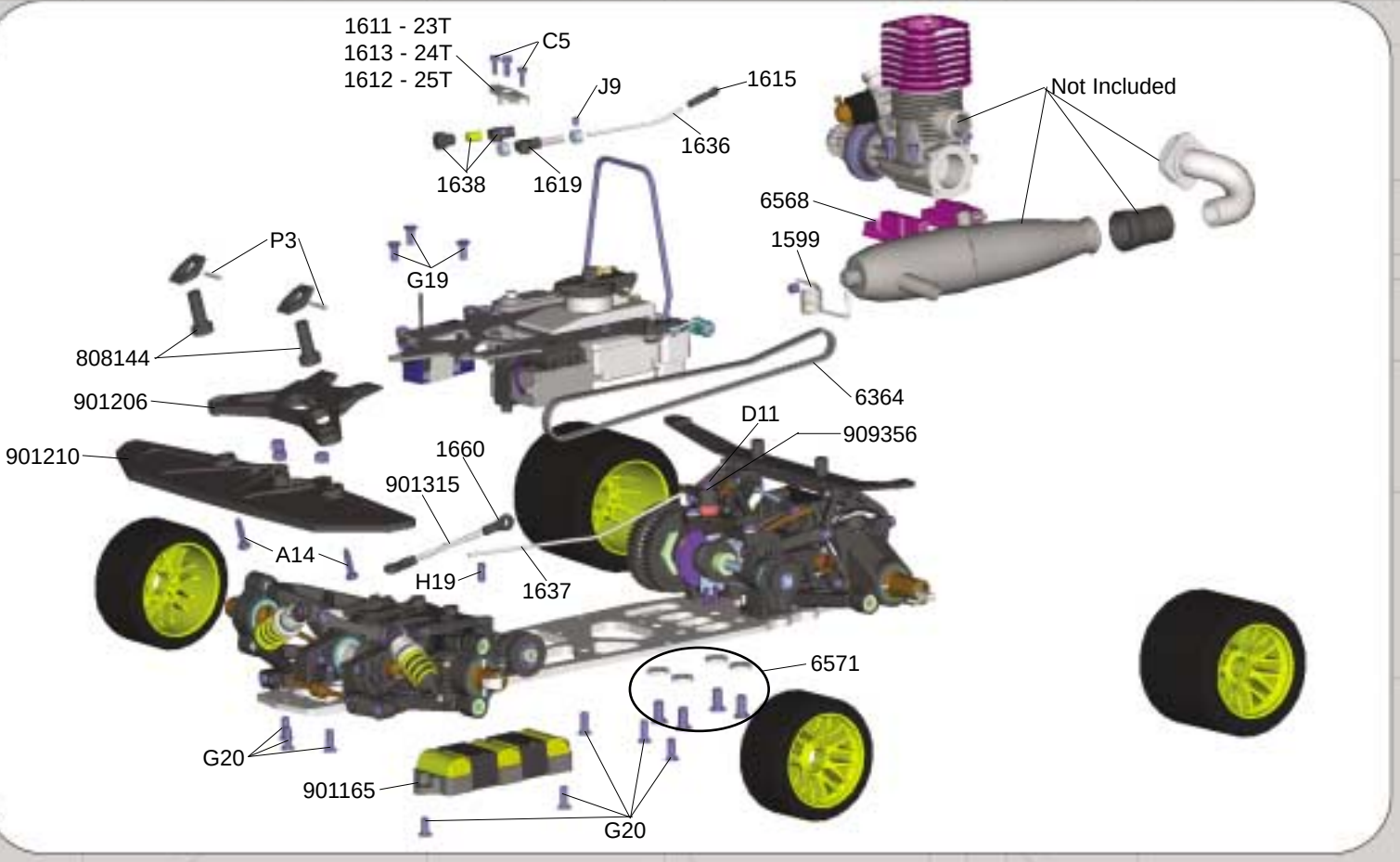
P12 3x12mm

Counter, clockwise thread, marked with little groove.

Clockwise thread

Final Adjustment of the Gearbox shifting point is made when at the track. Turning the E14 screws in will give a later shifting point, turning them out will give an earlier shifting point.

7.0 FINAL ASSEMBLY

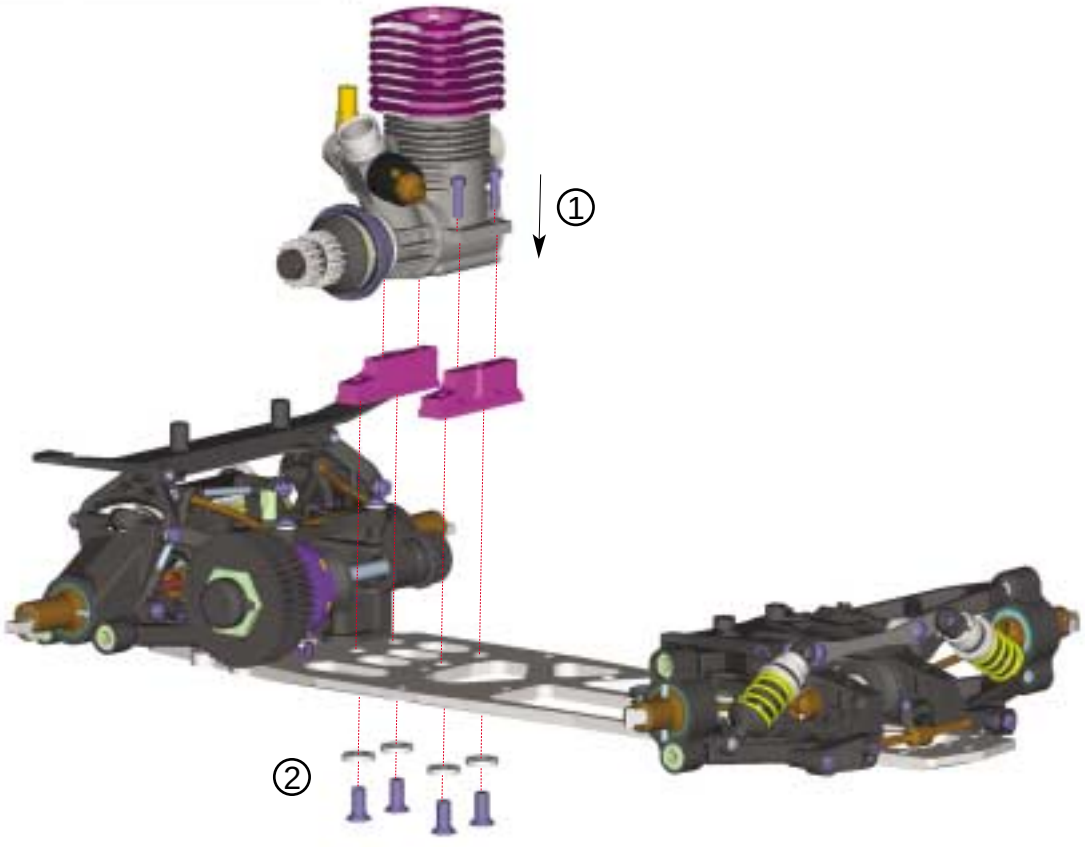


Step 7.1

Bag AG

G27 5x12mm

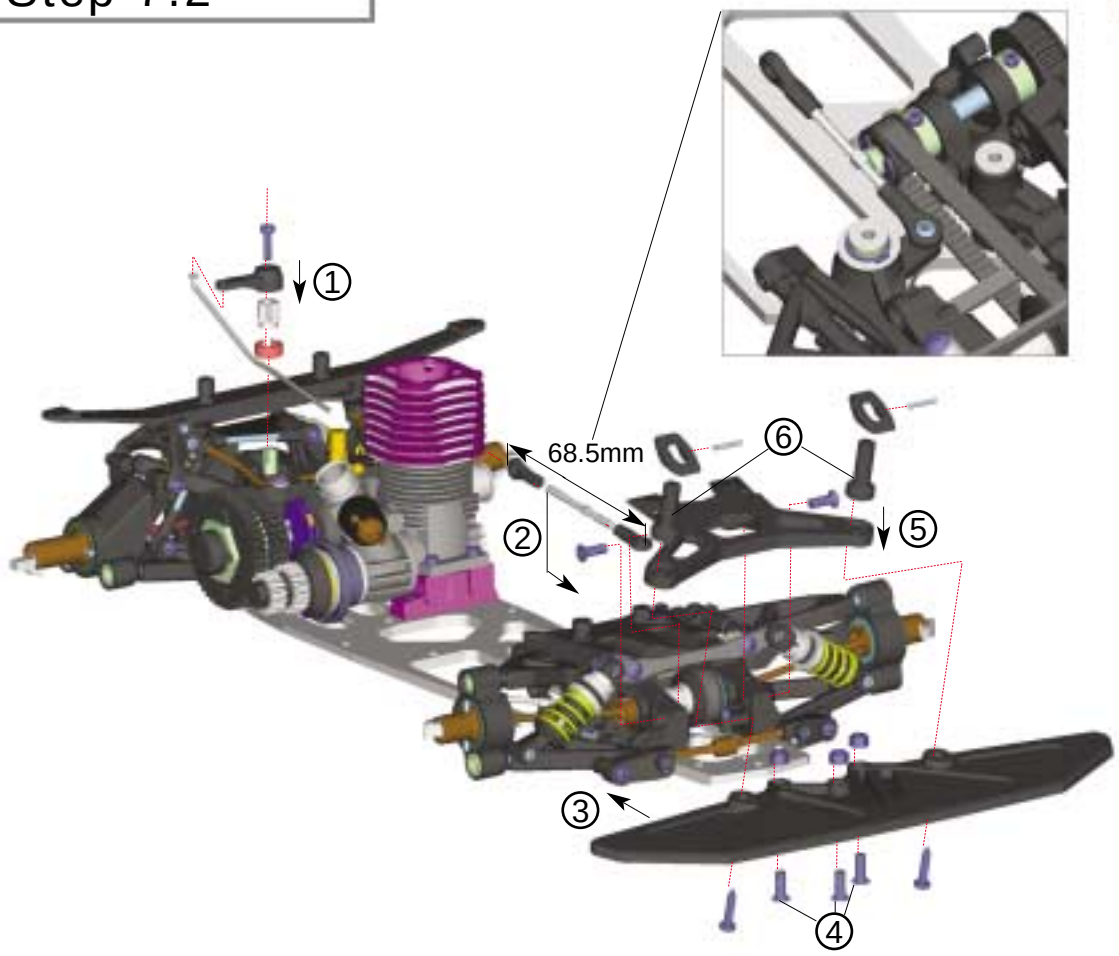
F12 3x10mm



Step 7.2

Bag AH,AI,AK,G20

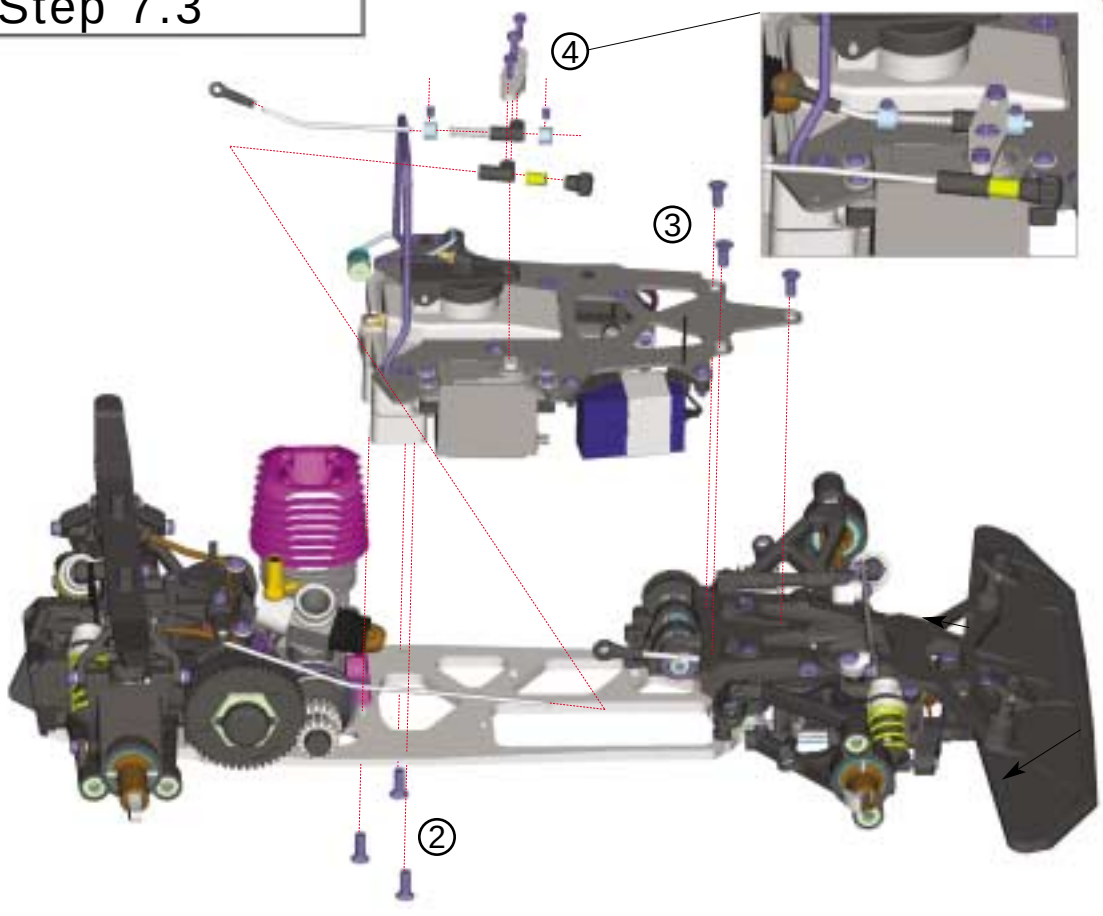
- G20 4x12mm
- D11 3x8mm
- A14 3.5x16mm
- P3 2x14mm



Step 7.3

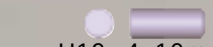
Bag AL,G19,G20

- G20 4x12mm
- G19 4x10mm
- C5 2.5x8mm
- H9 3x4mm

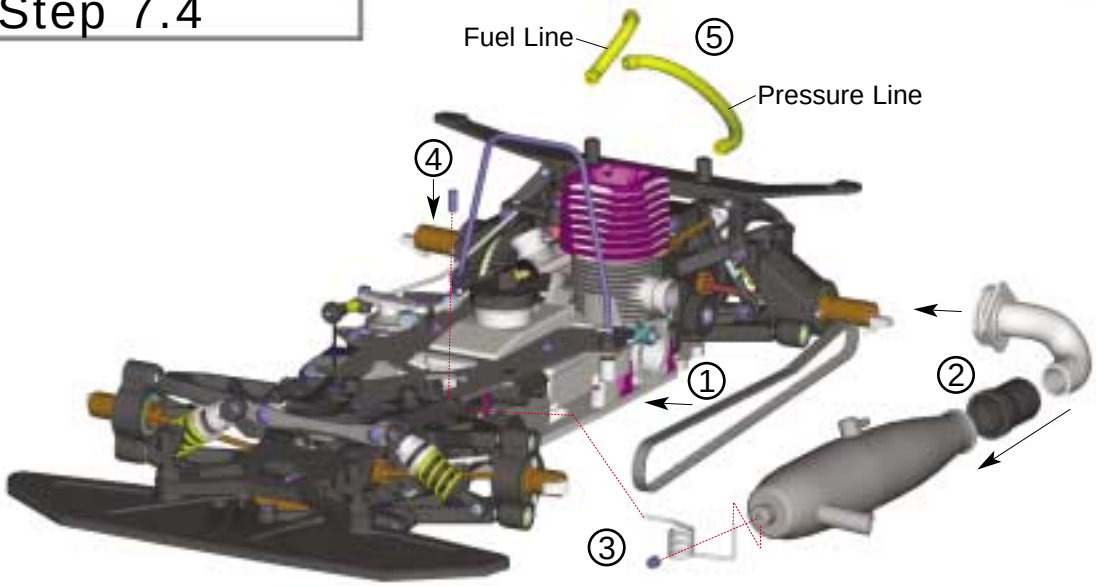


Step 7.4

Bag AM



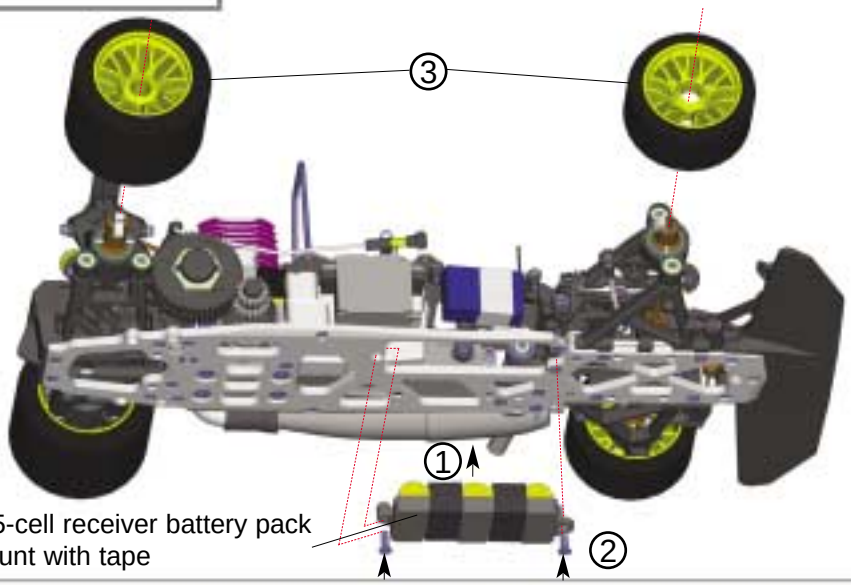
H19 4x10mm



Step 7.5

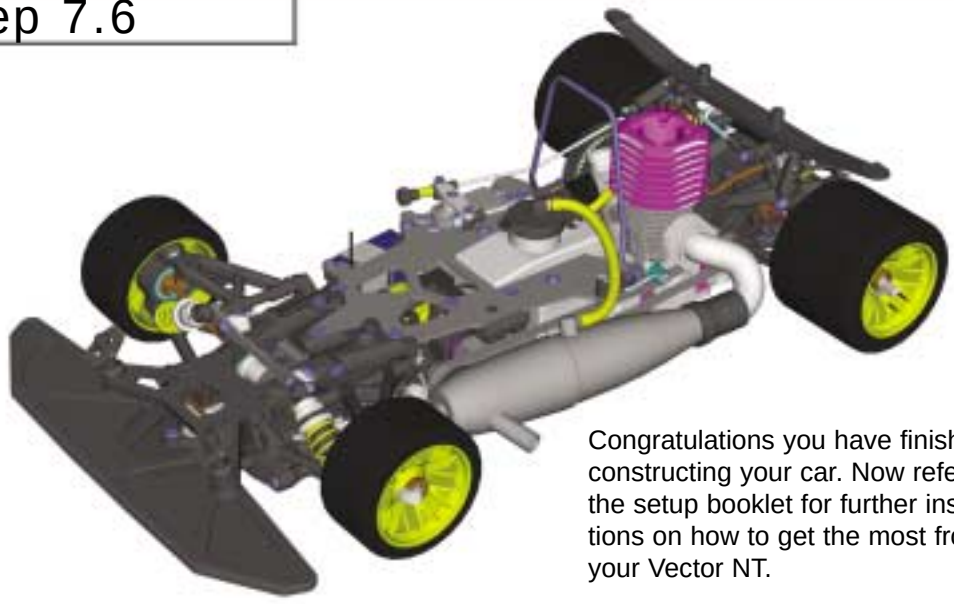
Bag G20

G20 4x12mm



Mount a 5-cell receiver battery pack to the mount with tape

Step 7.6



Congratulations you have finished constructing your car. Now refer to the setup booklet for further instructions on how to get the most from your Vector NT.